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Ester Sandoval
Michael Wong

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: November 6, 2013/ 6:00 p.m. – 8:00 p.m.
Chair: Jessica Szelag
Vice Chair: Clint Loper
Recorder: Jeff Aken
Location: Seattle City Hall, L280

Minutes Distribution List:

See Attachment A

Members Present:

Jeff Aken, Jodi Connolly, Kristi Rennebohm Franz, Clint Loper, Lara Norman, Merlin Rainwater, Ester Sandoval, Jessica Szelag, Michael Wong

Members Absent:

Dylan Ahearn, Alfonso Lopez, Izzy Sederbaum

Guests:

Jim Curtin (SDOT), Brock Howell, Deb Salls, Liz Nixon, Brian Holloway, Howard Wu (SDOT)

MEETING CALL TO ORDER

The meeting was called to order at 6:06 by Jessica Szelag

ANNOUNCEMENTS

Introductions of all in attendance including the neighborhood they reside in. Jessica Szelag noted the agenda had been modified so that Public Comment happen first, to ensure those who wish to make a comment could do so without waiting through the evening.

PUBLIC COMMENT

No public comments were provided.

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impact which actions by the city may have upon bicycling; and shall have the opportunity to contribute to all aspects of the city's planing processes insofar as they relate to bicycling.

- City Council
Resolution 25534

PRESENTATIONS

Time: 6:10

Fairview Avenue North Bridge Replacement project

Presenters: Brian Holloway (SDOT)

Purpose: To inform and request feedback from the Board about bike improvements planned as part of the replacement of the Fairview Avenue North Bridge, which is being replaced to meet current seismic standards.

Brian Holloway presented a short PowerPoint on the project to give context. The bridge (which many do not realize it is a bridge) is across from ZymoGenetics on Fairview Ave. The structure, which is 65 years old, does not meet current seismic standards and is also load restricted. It will be replaced using Federal and Bridging the Gap (BtG) funds. They are currently approaching 30% design and plan to finalize the design by November 2014 and construct in 2015. The new structure will carry three lanes of traffic, a buffered bike lane with a proposed width of 11 feet, and 8-foot sidewalks on each side of the road. In addition, there is a floating walkway at the water level on the NW side of the bridge that will undergo improvements. Improved lighting, signage and landscape are also part of the project.

Brian explained that a key challenge of this project is working with Army Corps of Engineers, NOAA and other entities to secure permits since the over water coverage of the structure will be expanded. A site walk is planned for November 14, 2013 with WSDOT to discuss the project. Additional challenges include the fact that it is a utility corridor requiring coordination with Seattle City Light; ZymoGenetics has concerns over noise and vibrations impacting their work.

Questions, Answers and Comments:

- The Board requested that the protected bike lane (cycle track) be a minimum of 12 feet wide (and not to get this additional width by shrinking the buffer). Later discussion noted that a 14-foot wide accommodation for bikes would be more comfortable given the location of this connection.
 - Brian said this was possible, but may result in increased over water coverage, which he is working on with permitting agencies.
- SBAB requested that the project needs to improve the connection to the existing floating walkway, since it currently goes down a set of stairs and a cyclist was killed there in 2011.
- Many on the board expressed the need for improved connections with surrounding bike facilities and those proposed in the Bike Master Plan. The current connections between Fairview Ave N and Fairview Ave E are not logical or clear and the urban design does not really “direct” people to where they should be.
 - Brian Holloway agreed these are possible to study and improve as the design moves forward. He added that design work will pick up after the site walk with WSDOT
- A suggestion was made to consider a light-transmitting surface that may mitigate some of the increased overwater coverage impacts.
- The Board and Brian discussed that the 3’ buffer could include the traffic barrier, allowing for a lighter, more transparent edge to the walkway.
- Questions were asked about whether permits were obtained by 30% design. The answer is no, they will be acquired all the way up until 100%.
- One of the biggest issues for the Board was how this project connects to the greater bicycle transportation system. All agreed a protected, wide bike lane is a strong addition to the corridor, but concerns were raised about how we connect this to South Lake Union Park, the UW and Downtown with facilities for all ages

and abilities. The Cheshiahud Trail is not something many cyclists are comfortable riding on. It was suggested that if we end up with a perceived expensive bike project that doesn't connect and isn't heavily used, it might create skepticism in the value of protected bike lanes.

- It was noted that as the first significant project along this corridor, it is important to "get it right" to set a precedent for future work

SBAB Recommendations:

- Increase width of protected bike lane (cycle track) to a minimum of 12 feet and preferably 14 feet.
- Improve safety at the approach to the existing floating walkway in case a cyclist chooses the route by mistake.
- Address wayfinding and consider prioritizing other projects in this corridor to ensure more complete connections to downtown and UW.

Brian Holloway thanked everyone for their feedback and will bring the project back to the Board as it moves forward.

Time: 6:40-7:25

Be Super Safe

Presenters: Jim Curtin and Kiersten Grove, SDOT

Purpose: To update the board on SDOT's "Be Super Safe" campaign and upcoming activities that the board may be interested in.

Jim Curtin discussed the origins of the Road Safety Action Plan, which was in response to two fatal collisions involving cyclists in 2011. It is an effort to eliminate fatal collisions and significantly reduce serious injury accidents by 2030. The plan focuses on three main strategies— data collection and analysis, education, and community partnerships. It has been successful. There used to be around 40 fatalities per year on Seattle's streets, but that number is closer to 15-25 per year (depending on the year). But that is still too many. The plan has five focus areas:

1. Speeding, which is the present in 1/3 of all collisions
2. Distraction, which is noted in 22% of fatal collisions
3. Impairment, noted in 50% of 2006-2007 fatal crashes
4. Knowledge and adherence to rules of the road
5. Safer roadway design

Jim mentioned that there might be a push in 2014 to move forward on stricter impairment laws, including roadside sobriety tests that could reduce impairment by 15-30%. It was pointed out that issues two and three are impairment issues. Issues 4 and 5 are based on the public comments that SDOT has received. A relevant example for the Board is the Broadway Cycle Track, which will require both motorist and driver education to understand how each interacts with the new design.

In 2014, the program is well funded: \$100,000 in the General Fund for road safety and education and outreach. \$120,000 in grants for pedestrian safety and \$300,000 for the School Road Safety Action Plan (SRSAP). In addition, funding is available from the school red light cameras. An RFP for the School Road Safety Action Plan is currently out. SDOT staff also discussed a sixth goal around creating a culture of empathy amongst all roadway users. We are all trying to get to where we need to go by a variety of modes and we need to look out for each other.

The 2014 work plan for this effort includes the school road safety work, a focus on pedestrian safety, developing standard graphics for bike facilities, developing "Bicycling

101” information to help both cyclists and drivers understand the new facility types, and several corridor safety projects including on Lake City Way and SW Roxbury.

Questions, Answers and Comments:

- The Board mentioned that “walk zones” around schools extend much more broadly than areas just across the street from schools. In reality, since children from all over the city walk or ride to school, the whole city is a “walk zone.” The Board advised that we need to consider a broader look when we think of school safety. It was suggested the School Road Safety Action Plan might warrant a future presentation to SBAB.
- A question was asked about what was happening in the wake of the hit and run crash on Martin Luther King Jr. Way South and South Walden earlier this summer.
 - Jim Curtin expressed that the construction of light rail was a missed opportunity for improvements in the corridor. Lighting is a huge issue that needs to be addressed.
- The Board raised a concern that maintenance was not happening in the South End of the City. Sidewalks were in disrepair and there does not seem to be as much enforcement through readerboards and other devices.
 - It was pointed out that one of the initial streets targeted was Rainier Avenue South.
- The Board had questions regarding enforcement and target emphasis patrols. Captain Nolan, who is from SPD and presented to the Board in October, had mentioned that there was not enough staff to conduct more emphasis patrols. SDOT informed the board that they are using grant dollars to pay for overtime for increased emphasis patrols.
- SBAB was curious to know what affect the High Visibility enforcement efforts had. How long does the effect last?
 - Jim explained it depends on the corridor but studies suggest 6 weeks, which was borne out with Aurora installation
- What is the effect of digital readerboards?
 - It can reduce speeds by 3-5 mph and there are plans to deploy more.
- SBAB asked about drivers failing to yield to pedestrians, especially at unmarked crosswalks, and whether more education was needed. The response was that data actually shows that most collisions are at signalized intersections, but that absolutely more education is needed.
- SDOT staff is currently working to get materials translated into additional languages, but research has shown that young, English speaking males are the most likely to be involved in a collision. In addition the 2014 work plan includes the School Road Safety Action Plan, pedestrian safety grants, standardizing the graphics, and rolling out a Bike 101 program.
- SDOT staff also announced the “Neighbors for Road Safety” program and encouraged those on the Board to participate.
- SBAB had questions about how the new Mayor will affect the Road Safety Action Plan. The Board offered assistance in pushing for infrastructure improvements that result in safer neighborhood streets.
- The Board suggested that the graphics and icons be revisited as the current ones all imply high rates of speed and don’t reflect a diverse population. Response was that the early graphics were targeted at young men (most involved in collisions), but they are now being broadened. SBAB requested that new graphics and information be brought back to the board for input and SDOT concurred.

Time: 7:25-7:50

Project: Bike Works

Presenters: Deb Salls, Executive Director and Liz Nixon, Development Manager, Bike Works

Purpose: Provide a better sense of work being done in South Seattle and how the Board can be more effective in supporting projects and policies that reduce disparities. (Bike Works has long operated in this geography and is well positioned to inform the Board about the challenges and opportunities.)

Liz Nixon discussed some of the basic programs Bike Works offers, such as Earn-A-Bike where students learn how to maintain and fix bikes, and can put in extra hours to earn their own bike. There is both a basic class that fixes up BMX bikes and advanced classes that work on road bikes. Additionally, Bike Works has leadership opportunities for students to work in the bike shop. Bike Works works with over 600 youth and community partners. There are classrooms in both Columbia City and at the Rainier Beach Community Center. Bike Works also offers adult programs that focus on building and repairing bikes and learning how to ride/commute. They also have 2-week summer camps.

Deb Salls then talked about a new program to address the lack of bike shops in South Seattle and Southwest Seattle. It is a bike desert and Bike Works aims to address that by having a mobile bike shop (a bike oasis) that can be driven to community festivals, housing developments, community centers, trailheads, parks and other areas where it can serve members of the community. Additionally there will be a training program for kids to go out on the “bike van.”

Bike Works currently has funding to get the van, but is still in the process of identifying how to fund the operation costs of the program.

Questions, Answers and Comments:

- SBAB was very appreciative of the programs and services Bike Works provides and was interested in continuing to support these efforts.
- The Board was curious as to what issues are seen more in the south end?
- SBAB members also mentioned that much of this work is cultural and more than just getting a bike and expressed an interest in supporting infrastructure and bike facilities that made it safer to ride in south Seattle. Other board members affirmed that we need to continually push for equal infrastructure across the city.
- SBAB commented that the recently constructed speed bumps on the Beacon Hill greenway were low quality, and this is an example of the disparity between implementation in North vs. South Seattle.
- Bike Works mentioned that they work closely with Rainier Valley Greenways and one focus is on improving the crossing times making it easier to cross the street. A signal timing study is currently underway. Members of the group have walked/biked all routes in the Bicycle Master Plan in their neighborhoods and have created a Google spreadsheet with that data.
 - SBAB commented that SDOT has sometimes been quick to change the timing of lights at other locations (e.g., NE 75th St. prior to the rechannelization project), and expressed concern that the process on Rainier Avenue has taken much longer.
- Bikeworks mentioned the support of Cleanscapes who kept 4,000 bikes out of the landfill and Free Range Cycles that helped repair bicycles during the winter months when the shop was slow.

- SBAB commented that Bike Works might want to request involvement from SDOT's Be Super Safe campaign in the mobile bike shop project.
- It was recommended that Bike Works might want to work with Seward Park Environmental Center and their new executive director.
 - Deb mentioned that "bikecitement" is the new name for the kids bike swap and will be part of a Bicycle Sunday (tentative date is June 8, 2014).
- Bike Works noted that Seattle might be host to the national Youth Bike Summit in 2015.

Time: 7:50-8:00

Project: Bike Master Plan, Parks Legacy and Seattle City Budget

Presenters: Brock Howell, Policy and Government Affairs Manager, Cascade Bicycle Club

Purpose: A short update on Cascade perspective on the Bicycle Master Plan, Parks Legacy levy, and Seattle City budget.

Brock updated the board on the current budget, which is \$10.5 million for bike facilities. In addition, Seattle Council is considering adding another \$6 million to expedite the downtown cycle track to allow 100% design of at least one cycle track in 2014, which would enable construction in 2015. This should also strengthen the City's application to the Green Lane project. It is important to weigh in now, as decisions on budget will be made during the third week of November.

The Parks Legacy Levy will be coming up in 2014. A key piece of the discussion relating to the board is how we get to parks. The levy will contain \$320,000 annually for improved walk/bike access to parks. These could be thought of as "parkways". Cascade would like to see this annual funding increased to \$2 million per year. The overall levy package is currently projected to be around \$60 million per year, though the final size and the number of years have not been set yet. Lastly the Bicycle Master Plan draft should be out in late November.

SBAB UPDATES AND NEXT STEPS

Jessica thanked the presenters for coming out to the meeting and discussed the timing for the Bicycle Master Plan. At our December 4th, 2013 meeting, Kevin O'Neill and Sara Zora will be here for one hour discussing the changes and updates to the plan. All SBAB members should review the comment letter the board submitted and new members need to familiarize themselves with the plan so we can have a focused discussion on December 4th.

Clint Loper and Jessica Szlag will be meeting with City Council Transportation Committee Chair Tom Rasmussen on December 9th to discuss the plan and it will go to the committee for a hearing on December 10th.

It was noted that the Parks Board will be discussing bikes in parks at the November 14th meeting and SBAB will be seeking comments on a letter in the next few days.

SBAB's next meeting will be on December 4th, 2013 at Seattle City Hall, Room L280

MEETING ADJOURNMENT

ATTACHMENT A

Meeting Minutes Distribution List:

Michael McGinn, Mayor, City of Seattle

Rebecca Deeher, Strategic Advisor for Policy and Outreach, Office of the Mayor

City Councilmember Tom Rasmussen, Transportation Committee Chair

Peter Hahn, Director, Seattle Department of Transportation (SDOT)

Goran Sparrman, Deputy Director, SDOT

Dongho Chang, City Traffic Engineer, SDOT

Kevin O'Neill, Planning and Urban Design Manager, SDOT

Sam Woods, Manager, Bicycle and Pedestrian Programs, SDOT

Sara Zora, Transportation Analyst, interim SDOT Liaison

Diane Sugimura, Director, Department of Planning and Development (DPD)

Bernie Agor Matsuno, Director, Department of Neighborhoods (DoN)

Allie Gerlach, SDOT Communications

Meeting Presenters

City of Seattle Council Transportation Committee Members

City of Seattle Neighborhood District Coordinators

SBAB Members

Individual Meeting Attendees